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THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR YEAR ENDING DECEMBER 31, 1976

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MASSACHUSETTS AERONAUTICS COMMISSION

1976 ANNUAL REPORT

During 1976 a number of changes occurred within the structure of the Commission. Four new Commissioners were appointed by the Governor, one of whom was designated Chairman; a new Director was selected by the Commission in September; a proposal soon to be approved will increase the Commission's staff by creating an Aviation Planning Department, thus giving the Commission, for the first time, an in-house capability for continued airport system planning.

The first Massachusetts airport noise abatement legislation was submitted, together with legislation proposing an aviation fuel tax.

The Commission in attempting to encourage local community participation in Commission meetings has begun conducting as many Aeronautics Commission meetings as possible at different airports throughout the Commonwealth.

The Massachusetts Airport Noise Study Advisory Group (MANSAG) has nearly completed its final public hearings. Information derived from these meetings will be used in evaluating and developing noise abatement policies and procedures that may be employed at designated airports.

AIRPORTS AND NAVAIDS

We issued certificates of approval for commercial operations to 23 municipal airports, 27 privately owned airports, 4 privately owned seaplane bases, one privately owned heliport, and one privately owned balloonport.

Additionally, we were notified of the operation of 60 private use landing fields, 51 private use heliports, and 23 private use seaplane bases.

Although hampered by the late availability of Airport Development Aid Program (ADAP) money (FAA authorization to grant funding was not available until September 1976) airport improvement projects were completed at —

<u>Martha's Vineyard</u>	Reconstruct runway 15/33 Rehabilitate lights on runway 15/33 Purchase crash/fire/rescue vehicle
<u>Nantucket</u>	Install security fencing Purchase crash/fire/rescue vehicle
<u>Plymouth</u>	Acquire noise buffer land off runway 6
<u>Worcester</u>	Purchase crash/fire/rescue vehicle

Projects programmed and approved for an early 1977 start —

<u>Hyannis</u>	Construct general aviation apron and taxiway
<u>North Adams</u>	Repair and overlay runway end 11, taxiway and apron
<u>Pittsfield</u>	Expand aircraft parking apron
<u>Southbridge</u>	Reconstruct runway end 20

Projects awaiting approval of federal grants —

<u>Beverly</u>	Reconstruct runway 9/27, install fencing
<u>Lawrence</u>	Construct access road and parking aprons
<u>Martha's Vineyard</u>	Rehabilitate general aviation apron
<u>Nantucket</u>	Construct taxiway to runway 33
<u>New Bedford</u>	Repair and overlay runway 5/23 Construct safety area for runway 23
<u>Plymouth</u>	Land acquisition
<u>Provincetown</u>	Install runway end identifier lights on runway 7
<u>Taunton</u>	Land acquisition
<u>Westfield</u>	Rehabilitate marking and lighting on runway 2/20

In addition, the Commission has processed applications for improvement projects at —

<u>Lawrence</u>	Install blast fence by runway 5
<u>Plymouth</u>	Expand aircraft parking apron Non-precision marking on both runways
<u>Westboro</u>	Airport master plan (Phase II)
<u>Statewide</u>	Develop state standards for airport construction

CONTINUOUS AIRPORT SYSTEM PLANNING PROCESS (CASPP)

As 1976 ended, the Aeronautics Commission had been assured of receiving a \$90,000 federal grant for continuous airport system planning. The project includes funding for joint participation by Massport and will be the first in the nation.

The effect of this, and subsequent grants, will be to provide 75% federal funding to set up an Aviation Planning Department within the Aeronautics Commission. This will provide an Airport System Plan which can be continuously updated as appropriate. It will also establish on-going lines of communication and cooperation between the various agencies, groups and others influencing or influenced by aviation policy in Massachusetts.

If the study design phase is any indication, the CASPP will be something of a revolution in aviation planning.

OPERATIONS

<u>Registrations</u>	At the end of 1976 we had registered 2176 aircraft. This compares with 2029 aircraft registered at the close of the previous registration period.
<u>Inspections</u>	251 inspections of various types were made at airports, heliports, seaplane bases, parachute jump centers and a balloonport. This compares with 229 inspections during the previous year.
<u>Airport Managers</u>	67 airport managers were licensed in 1976. This is one more than in 1975.
<u>Accidents</u>	<p>The 1976 accident totals had improved somewhat over the 1975 figures. In 1976 we recorded a total of 53 accidents, of which 5 involved fatalities. A total of 11 people were killed. In addition to the fatal accidents, 14 of the total 53 accidents involved personal injury. In 1975 we recorded a total of 68 accidents, with 11 fatalities occurring in 8 of the accidents; the same number involved in 1976.</p> <p>Of the 1976 accidents, 51% occurred during landing or takeoff with 56% attributed to pilot error.</p>
<u>Financial Responsibility</u>	In the 21st year since the enactment of the Financial Responsibility Act, 6 cases required action. No suspensions were necessary.
<u>Disciplinary Action</u>	339 complaints were received and investigated resulting in 320 warning letters and two hearings. There were three prosecutions in the district courts.
<u>Lectures</u>	Operations personnel continue to give lectures concerning aeronautical law and accident investigation to law enforcement personnel. Safety lectures were also presented to pilot groups and aviation talks to various social and business organizations.

Seminars

We conducted two flight instructor seminars—our 18th and 19th—during April and October. 160 flight instructors attended.

The flight instructor seminars continue to grow in popularity. Thus far, we have awarded 1175 graduation certificates since we started conducting the seminars in 1966.

Plans are underway for an additional two flight instructor seminars in 1977—April 12-14 in the Boston area and October 25-27 in the Springfield area. Additional plans are underway for a two day crash/fire/rescue seminar for airport and municipal fire personnel in late March and a two day aviation mechanics seminar during the summer.

Waivers and Permits

During 1976 we issued a total of 177 waivers or permits—20 more than in 1975. Sport parachuting waivers for "off jump center" locations totalled 74, with supervisory approvals amounting to 66. The remainder were for agricultural spraying and dusting, low altitude pipe line patrol, low altitude wildlife and forest fire patrol, air meets, scientific research and electronic testing.

PROMOTIONState Airplane
and Helicopter

Pilots of the Commission flew the Cessna 182 a total of 99 hours on inspections, investigations, flight checking of state owned nav aids, engineering and administrative flights. This figure is somewhat lower than previous years due to budgetary restrictions.

The Commission's helicopter, a Hughes 500 on the other hand flew a total of 264 hours; all but 3 hours flown were for other governmental departments, agencies and commissions.

Aviation Education

We published an aviation newsletter for distribution to more than 1000 organizations and individuals concerned with the aviation industry. Various high school, college and aviation groups viewed our aviation films. We continue to give lectures on aviation safety and the activities of the Commission. In 1976 we participated in two school department aviation career days and attended meetings of the Massachusetts Aviation Education Council. In September, we participated in National Transportation Week with an exhibition on airports at the Museum of Science in Boston.

Sport Parachute
Jumping

In 1976 there were 13858 parachute jumps at six certificated parachute jump centers; Mansfield, Taunton, Pepperell, Shirley, Orange and Turners Falls. 32 injuries were reported.

Airport Directory

During 1976 we continued distributing our pocket-sized airport locator chart entitled "Massachusetts Airports" to persons interested in aeronautical activities.

Federal/State
Cooperation

Commission personnel continued to work during 1976 on the promotion and development of aviation and aviation safety by meeting with various federal groups to exchange accident and law enforcement information, to discuss airport improvements and changes in federal regulations.

STATEMENT OF SPECIAL APPROPRIATIONS

BALANCE DECEMBER 31, 1976

<u>Account No.</u>	<u>Balance 12/31/76</u>
6006-8661 State's Share - Airport Construction	\$ 966.69
6006-8681 " " " "	32,505.18
6006-8711 " " " "	100,839.08
6006-8721 " " " "	42,298.39
6006-8731 Airport Capital Outlay Plan - Acts of 1973	815,614.00
6006-8751 Purchase of Helicopter	<u>1,590.00</u>
Total	\$993,813.34

RECEIPTS

FROM FEDERAL AVIATION ADMINISTRATION

Airport Construction Grants (Airport Development Aid Program)	\$879,921.11
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(Period December 15, 1975 through December 31, 1976)

LOCAL SERVICE AND COMMUTER AIRLINE PASSENGERS

	<u>1975</u>		<u>1976</u>
Boston-PBA	22809	(+)	23704
Air New England	264534	(+)	285358
Downeast	18359	(+)	19546
Command	10683	(+)	16193
Winnepesaukee	10989	(-)	8575
Pilgrim	13860	(+)	17418
Bar Harbor	36815	(+)	52318
Hyannis-Air New England	86068	(+)	93792

Local Service and Commuter Airline Passengers (continued)

	<u>1975</u>		<u>1976</u>
Martha's Vineyard-Air New England	43473	(+)	43808
Nantucket-Air New England	73043	(-)	68737
New Bedford-Air New England	19186	(+)	19301
Pittsfield-Command	12844	(+)	14344
Provincetown-PBA	22809	(+)	24072
Worcester-Delta	38940	(-)	34307
Lawrence-N. Y. Merrimack	0	(+)	2293

CONTROL TOWER COUNT

Boston-Logan	287367	(+)	306675
Bedford	245116	(-)	244206
Norwood	228990	(-)	204262
Beverly	208151	(+)	231293
Westfield	176421	(-)	170127
Hyannis	103619	(-)	96874
New Bedford	86962	(-)	85289
Worcester	76108	(-)	76078
Nantucket	55808	(+)	56206

INSTRUMENT APPROACHESOn FAA Nav aids

Boston-Logan	26149	(-)	21955
Bedford	21070	(+)	23754
Hyannis	17831	(-)	17373
New Bedford	14973	(-)	11100
Nantucket	14760	(+)	14805
Worcester	12761	(+)	12795
Westfield	12652	(-)	12106

On State Nav aids

Norwood	6505	(-)	6370
Beverly	4739	(+)	4890
Lawrence	3039	(-)	2377
Fitchburg	992	(-)	885
Pittsfield	832	(+)	879
Provincetown	274	(+)	290
Plymouth	222	(-)	214
Great Barrington	205	(+)	317
Taunton	192	(-)	149
Fall River	73	(+)	90
Orange	22	(-)	17
Palmer	19	(+)	24

OUR PLANS FOR 1977

As was the case in the previous year's Annual Report, funding and the availability of it will determine to what level of activity the Commission will participate in new programs. However, the restructuring of funding under the ADAP law; i.e., a federal share of 90% with state and local shares at 5% each, has in effect extended our on-hand airport construction funds to a reasonable degree.

Budget constraints notwithstanding, there are some major issues that must be addressed. An aviation advisory committee is to be established that will represent the combined interests of industry, airports, government and communities. The committee will be advisory in nature and will meet on a scheduled basis.

Seminars directed towards the non-aviation business community will be presented in an attempt to develop an awareness of the value of general aviation to the conduct of business.

Noise abatement and control programs are to be developed in conjunction with airport operators.

To the extent permitted by our budget, we shall continue to perform our statutory mandates to foster air commerce; to develop an airport system adequate to anticipate and meet the needs of civil aeronautics; to establish and operate air navigation facilities for the convenience and safety of air commerce and the general public; and to make and enforce rules and regulations to protect the general public interests and safety.

Respectfully submitted,

Jacquelyn Smith, Chairman
Russell N. Holbrook
Francis X. Messina
Anne E. Sheehan
Donald N. Weinle

Richard F. Hodgkins, Director